

CATAMARAN RACING ASSOCIATION OF MICHIGAN

2024 NOTICE OF RACE(S)

(Revised: *December 2023*)



| | | |
|--------------------------|----------------|----------------------------|
| Grand Lake Regatta | St. Marys, OH | May 4-5, 2024 |
| Higgins Lake Regatta | Roscommon, MI | May 18-19, 2024 |
| North Cape Regatta | LaSalle, MI | June 1-2, 2024 |
| Caseville Regatta | Caseville, MI | June 21-23, 2024 (3 days) |
| Manistee Regatta | Manistee, MI | July 13-14, 2024 |
| St. Martin's Bay Regatta | St. Ignace, MI | August 9-11, 2024 (3 days) |
| Boyne City Regatta | Boyne City, MI | August 24-25, 2024 |
| Tawas Regatta | East Tawas, MI | September 14-15, 2024 |
| Muskegon Lake Regatta | Muskegon, MI | September 28-29, 2024 |

The Catamaran Racing Association of Michigan (CRAM) is the Organizing Authority.

The notation '[NP]' in a rule in the SI means that instruction is not grounds for protest or a request for redress by a boat. This changes rule 60.1. The notation '[DP]' in a rule means that the penalty for a breach of the rule, may, at the discretion of the protest committee, be less than disqualification.

1 RULES

- 1.1 The events are governed by the rules as defined in the *Racing Rules of Sailing* (RRS).
- 1.2 The US Sailing prescriptions to RRS 63.2 shall not apply.
- 1.3 [NP] RRS 40.1 applies at all times.

2 SAILING INSTRUCTIONS

- 2.1 The Sailing Instructions will consist of the instructions in the CRAM Sailing Instructions, located at www.cramsailing.com and Supplementary Sailing Instructions for each event that will be posted on the official notice board at each event.

3 COMMUNICATION

- 3.1 While not required, having on board a VHF marine radio is strongly recommended.
- 3.2 On the water, the race committee will make courtesy broadcasts to competitors on VHF radio. The channel will be stated in the supplemental sailing instructions.

4 ELIGIBILITY AND ENTRY

- 4.1 The events are open to all "beach-launchable" catamarans and trimarans with a valid SCHRS rating.
- 4.2 Class splits will be stated in the Supplemental Sailing Instructions.
- 4.3 Eligible boats may register online at www.cramsailing.com or in-person at each venue.

5 FEES

The fees for each type of event and various discounts are published in Paragraph D of the **CRAM Policies and Procedures**. Note that these are guidelines – each event host sets the fees for their event, published on the event registration web site.

6 SCHEDULE

- 6.1 The first warning signal on the first day(s) of an event will be at 11:00; the first warning signal on the last day of the event will be at 10:30.
- 6.2 The race committee will run as many races as practicable each day. There is no maximum number of races.
- 6.3 No warning signal shall be made after 13:00 on the last day of an event.

7 THE COURSES

- 7.1 CRAM standard courses will be used. Refer to the course chart in Appendix A.

8 PENALTY SYSTEM

The Two-Turns Penalty is replaced with the One-Turn Penalty. *This changes RRS 44.1.*

9 SCORING

9.1 One (1) race constitutes a series.

9.2 In accordance with RRS A2.1, a boat's worst score shall be excluded after five (5) races have been completed.

9.3 The points awarded of RRS A5.2 and scoring abbreviations of RRS A10 are amended as follows:

DNF (Did Not Finish) – score equal to the number of finishers +1 in that race.

TLE (Time Limit Expired) – boats not finishing within 30 minutes of the first finisher shall receive a score equal to the number of finishers +1. *This also changes RRS 35.*

DNS (Did Not Start) – score equal to the number of registrants in that class.

OCS (On Course Side) – score equal to the number of registrants in that class.

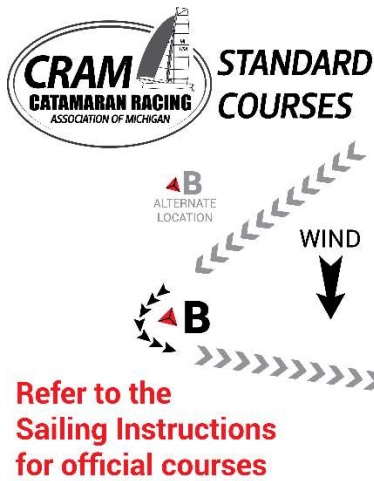
10 RISK STATEMENT

RRS 3 states: 'The responsibility for a boat's decision to participate in a race or to continue to race is hers alone.' By participating in this event each competitor agrees and acknowledges that sailing is a potentially dangerous activity with inherent risks. These risks include strong winds and rough seas, sudden changes in weather, failure of equipment, boat handling errors, poor seamanship by other boats, loss of balance on an unstable platform and fatigue resulting in increased risk of injury. **Inherent in the sport of sailing is the risk of permanent, catastrophic injury or death by drowning, trauma, hypothermia or other causes.**

11 FURTHER INFORMATION

For further information contact the CRAM Commodore, James Hulderman at commodore@cramsailing.com.

**Appendix A
CRAM Standard Courses**



| | | |
|----------|--------------------|------------------------|
| 1 | A C A | DOWNWIND FINISH |
| 2 | A C A C A | DOWNWIND FINISH |
| 3 | A C A B C | UPWIND FINISH |
| 4 | A C A B C A | DOWNWIND FINISH |
| 5 | A C | UPWIND FINISH |
| 6 | A C A C | UPWIND FINISH |
| 7 | A B C A | DOWNWIND FINISH |

ALL MARKS LEFT TO PORT, EXCEPT GATES
An offset mark may be used at A Mark
C Mark may be a gate (shown) or a single mark